

## CLAIM AMENDMENTS

1-14. (Canceled)

15. (New) A drive train comprising:

a gear unit which has at least five transmission stages for a first operating mode, the transmission stages being implemented by way of a plurality of planet sets,

a first drive unit which has a drive connection to an output shaft via an input shaft and the gear unit, and

an additional electric drive unit,

wherein the gear unit has a pick off gear unit which, in the first operating mode, is intermediately connected into a force flow between the input shaft and output shaft, and by which, in a second operating mode, a drive movement of the drive unit and a drive movement of the additional electric drive unit are superimposed so as to bring about an infinitely variable transmission ratio of a drive movement of the input shaft with respect to an output element of the pick off gear unit, and

wherein the gear unit has a second component transmission which, in the first operating mode, is intermediately connected into the force flow between the input shaft and output shaft, and which has at least two driving ranges in which, in the second operating mode, a drive movement of the output element is transferred to the output shaft.

16. (New) The drive train as claimed in claim 15, wherein, in a first driving range, output is carried out by the output element of the pick off gear unit, and in a second driving range, the output is carried out by two output elements of the pick off gear unit with respect to the second component transmission.

17. (New) The drive train as claimed in claim 15, wherein common shifting elements are used to bring about the drive connection in the first and second operating modes.

18. (New) The drive train as claimed in claim 16, wherein, in the second operating mode, switching over between the first driving range and the second driving range takes place without acceleration or deceleration of inert masses.

19. (New) The drive train as claimed in claim 15, comprising a control unit which contains a driving strategy which permits shifting elements and the drive units to be actuated in order to select an operating mode assigned to the drive train.

20. (New) The drive train as claimed in claim 19, wherein the control unit takes into account a charge state of a battery in order to select an operating mode.

21. (New) The drive train as claimed in claim 19, wherein the control unit takes into account at least one ambient parameter in order to select an operating mode.

22. (New) The drive train as claimed in claim 19, wherein the control unit takes into account a vehicle parameter in order to select an operating mode.

23. (New) The drive train as claimed in claim 19, wherein the control unit takes into account a movement variable of the vehicle in order to select an operating mode.

24. (New) The drive train as claimed in claim 19, wherein the control unit takes into account at least one variable which is dependent on a driver in order to select an operating mode.

25. (New) The drive train as claimed in claim 15, comprising shifting elements which can be used, in one shifted position, to bring about a drive connection of the additional electric drive unit to the input shaft, and in one shifted position, can bring about a drive connection to a transmission element of the pick off gear unit.

26. (New) The drive train as claimed in claim 15, comprising a further

electric drive unit which can be used to feed a drive torque directly into an engine shaft or the input shaft.

27. (New) The drive train as claimed in claim 26, wherein a control unit is assigned to the drive train and permits the shifting elements and the drive units to be actuated in such a way that the first drive unit, which is embodied as an internal combustion engine, can either be started solely by the further electric drive unit or by the additional electric drive unit and the further electric drive unit.

28. (New) The drive train as claimed in claim 27, comprising a battery connected to the additional electric drive unit, wherein energy of at least one of the drive train, the further electric drive unit, and the internal combustion engine is fed back into said battery in a generator operating mode of the additional electric drive unit.